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N00019-15-R-5500
PERFORMANCE WORK STATEMENT (PWS)
FOR
DEPARTMENT OF NAVY C-12 UTILITY LIFT AIRCRAFT
CONTRACTOR LOGISTICS SUPPORT SERVICES

Approved By_____

Prepared by

PMA-207

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1.0 SCOPE

1.1 General Scope

This contract is for performance based Contractor Logistics Support (CLS) for site support, aircraft Depot maintenance, engine Depot maintenance, modifications, potential new site stand ups and potential closures, and strategies that optimize total system availability while minimizing cost and logistics footprint. Sustainment strategies include the best use of public and private sector capabilities through Government and industry partnering initiatives. The Contractor is responsible for facilities, labor, services, equipment, tools, parts, materials, and consumables not explicitly stated as Government Furnished Property to perform the requirements for this contract.

1.2 Background

Initial C-12 aircraft were procured as a Commercial-off-the-Shelf (COTS) product between 1976 and 1990, with additional aircraft purchased in 2008. The C-12 aircraft are Federal Aviation Administration (FAA) type-certificated, commercial-derivative aircraft modified with Navy and Marine Corps required items, supported and maintained in accordance with Federal Aviation Regulations (FAR), Original Equipment Manufacturers (OEM), and Naval Air Forces Instructions. The aircraft provide on-call, rapid response, cargo and passenger transportation as well as forward-deployed logistics support. The C-12 Type/Model/Series (T/M/S) aircraft, manufactured by Beechcraft Corporation as Model 200 Series (military-designated C-12B, -F, or -M) and Model 350 Series (designated UC-12W), are high-performance, fixed-wing, pressurized, twin-engine turboprops that accommodate a pilot, co-pilot, up to eight passengers, cargo, or a combination of passengers and cargo. The C-12 aircraft program is in the sustainment phase and has been continuously maintained under a competitive CLS services contract since initial fleet introduction. C-12 inventory changes are anticipated during Government fiscal year (FY)15-FY20. UC-12W is expected to increase from 6 to 12 aircraft via annual procurements and likely divest an equal number of UC-12F during the same timeframe. Divestiture of all TC-12B aircraft is expected by 30 September 2017.

1.3 Site Operations

As of 12 January 2015, Department of the Navy (DoN) C-12 Utility Lift (UL) aircraft currently operate from the following locations:

Table 1

Operating Site	Sponsor	Aircraft T/M/S	Qty
Naval Support Activity (NSA) Bahrain	AIRLANT	UC-12M	3

Naval Air Station (NAS) Corpus Christi, Texas*	CNATRA	TC-12B	24*
NSA Guantanamo Bay, Cuba	AIRLANT	UC-12M	3
Marine Corps Air Station (MCAS) Beaufort, South Carolina	EAST MARINES	UC-12M	2
MCAS New River, North Carolina	EAST MARINES	UC-12F	2
Naval Air Facility (NAF) Atsugi, Japan (JP)	AIRPAC	UC-12F	3
Kadena Airbase (AB), JP	AIRPAC	UC-12F	2
NAF Misawa, JP	AIRPAC	UC-12F	1
MCAS Yuma, Arizona	WEST MARINES	UC-12F	2
MCAS Iwakuni, JP	WEST MARINES	UC-12W	2
MCAS Miramar, California	WEST MARINES	UC-12W	1
MCAS Futenma, JP	WEST MARINES	UC-12W	1
Joint Reserve Base (JRB) Belle Chasse, New Orleans, Louisiana	RESERVES	UC-12W	2
NAS Patuxent River, Maryland	NAVAIR AIR OPS	UC-12M	2
NAS Patuxent River, Maryland	VXS-1 / NRL	RC-12M	1
Manassas, Virginia	NAVY	UC-12B	1

* NOTE: Divestiture of all 24 of CNATRA aircraft is expected by 30 September 2017, removing Corpus Christi, TX from site support requirement.

1.4 Maintenance Concept

Depot-level maintenance of airframes, engines, propellers, accessories, and all logistics support are provided through a CLS service contract. The C-12 aircraft are under a FAA Title 14 CFR Part 21. Maintenance or repair shall be accomplished by the site maintainers, an FAA-certified repair station, an OEM authorized Service Center, or a European Aviation Safety Agency (EASA) certified Part 145 repair station.

As of 12 January 2015, DoN C-12 UL aircraft are configured with the following turboprop engine and propellers types:

Table 2

T/M/S	Engine T/M/S	Propeller Type, Manufacturer & Part No.
TC-12B	Pratt & Whitney PT6A-41	3-Bladed Hartzell, HCB3TN3GT10178B3R or HCB3TN3GT10178K3R
UC-12B	Pratt & Whitney PT6A-41	3-Bladed Hartzell, HCB3TN3GT10178B3R or HCB3TN3GT10178K3R
UC-12F	Pratt & Whitney PT6A-42	3-Bladed Hartzell, HCB3TN3GT10178B3R or HCB3TN3GT10178K3R
RC-12M	Pratt & Whitney PT6A-42	3-Bladed McCauley, P7025423-0150
UC-12M	Pratt & Whitney PT6A-42	3-Bladed McCauley, P7025423-0150
UC-12W	Pratt & Whitney PT6A-60A	4-Bladed Hartzell, HCB4MP3C/M10476NSK

1.5 Government Responsibilities

Each site's Technical Point of Contact (TPOC) is the key Government individual responsible for verifying that the Contractor is providing supplies and services in accordance with this Performance Work Statement (PWS).

1.6 Flight Hour Estimate

The estimated flight hours per month per aircraft at each site is in accordance with **Appendix A, Estimated Flight Hours**.

2.0 APPLICABLE DOCUMENTS and CERTIFICATIONS

The Contractor shall comply with the following documents to the extent necessary to maintain airworthiness certification. The following documents and certifications are applicable:

Aircraft Condition Inspection (ACI) Specification Maintenance Engineering Directive (MED) (C-12)-065 (all revisions)

Automated Weight and Balance System (AWBS), Air Force/Navy

Beechcraft Super King Air B-200 and B-300-series Maintenance Manuals

COMNAVAIRFORINST (CNAF Instruction) 4790.2B, Naval Aviation Maintenance Plan (NAMP), Chapter 11

Department of Defense (DoD) 4160.21-M, Defense Materiel Disposition Manual (Precious Metals)

DoD Joint Travel Regulations (JTR) Volume 2, Civilian Employees

DoDD 5220.22, National Industrial Security Program

DoDI 5220.22-M, National Industrial Security Program Operating Manual

DoD 8570.01-M, Information Assurance Workforce Improvement Program

International Organization for Standardization (ISO) 9001-2008
Military-Standard (MIL-STD)-2161C(AS) Paint Schemes and Exterior Markings for US
Navy and Marine Corps Aircraft
National Aerospace Standard (NAS) 411 Hazardous Materials
National Aerospace Standard (NAS) 412 Foreign Object Debris [FOD] Prevention & Tool
Control
National Industrial Security Program Operating Manual (NISPOM)
Naval Air Training & Operating Procedures Standardization (NATOPS) Manual A1-
C12BM-NFM-000
NATOPS Manual NAVAIR A1-C12WA-NFM-000
Naval Air Systems (NAVAIR) Manual 01-1A-509 (Corrosion)
NAVAIR Manual 01-1B-50 Joint Service Technical Manual Aircraft (Weight and Balance)
NAVY Super King Air B-200 and B-300-series Supplemental Maintenance Manuals
Office of the Chief of Naval Operations Instruction (OPNAVINST) 3710.7 series, NATOPS
General Flight and Operations Instructions
OPNAVINST 8023.24B, Navy Personnel Ammunition and Explosives (A&E) Handling
Qualification and Certification Program
Pratt & Whitney PT6A-series Engine Maintenance Manuals
Secretary of the Navy (SECNAV)INST 5510.30B Department of the Navy (DON)
Personnel Security Program (PSP) Instruction
United States Marine Corps (USMC) Order (MCO) 8023.3B, Personnel Qualification and
Certification Program for Class V Ammunition and Explosives (A&E)

3.0 GENERAL REQUIREMENTS (Applies to all Contract Line Item Numbers [CLINs])

3.1 Certifications

The Contractor shall perform all on-site maintenance and flight support of C-12 T/M/S in accordance with Chapter 11 of Commander, Naval Air Forces (CNAF) Instruction (INST) 4790.2B, OEM maintenance instructions, and Title 14 Code of Federal Regulations (CFR) Federal Aviation Administration Regulations applicable to maintenance of each type of C-12 UL aircraft, based upon their specific and unique configurations.

3.2 Site Level Maintenance Personnel Certification

The Contractor shall ensure all personnel performing aircraft and engine maintenance are FAA certified and possess a current Airframe and Power Plant (A&P) License. The Contractor shall provide trained, licensed, qualified, and certified A&P mechanics to maintain DoN C-12 aircraft systems and their respective power and propulsion systems, subsystems, ordnance, and support equipment (SE) under varying conditions worldwide.

3.3 Quality Assurance Program

The Contractor shall maintain an effective Quality Assurance Program (QAP) to ensure proper compliance with the maintenance requirements, practices, and procedures with emphasis on material condition of the aircraft. The Contractor's QAP shall be part of the Contractor's Title 14 CFR Part 145 operations.

3.4 Commercial Quality System

The Contractor shall provide and use a commercial quality system that demonstrates a systems approach for managing quality, safety, and its compliance with all contractual requirements in accordance with American National Standards Institute-American Society of Quality (ANSI-ASQ), International Organization for Standardization (ISO) 9001-2008 and Title 14 CFR Part 145. The Contractor is accountable for all Subcontractors and vendors, and as such, shall require a quality system achieving control of the quality of the services and supplies. The Government will perform any necessary inspections, verifications, and evaluations to the Contractor's overhaul and repair facilities, and operating sites to ascertain the adequacy of the quality system.

3.4.1 Corrosion Control

The Contractor shall implement Corrosion Control that complies with OEM maintenance requirements and the Naval Air Systems (NAVAIR) Corrosion Manual #01-1A-509.

3.4.2 Tool Control

The Contractor shall implement Tool Control that complies with COMNAVAIRFORINST (CNAF Instruction) 4790.2B, Naval Aviation Maintenance Plan (NAMP), Chapter 11) and meets the National Aerospace Standard (NAS) 412.

3.4.3 Foreign Object Debris Control

The Contractor shall maintain and enforce Tool and Foreign Object Debris (FOD) control programs that meet the requirements of NAS 412 and COMNAVAIRFORINST (CNAF Instruction) 4790.2B, Naval Aviation Maintenance Plan (NAMP), Chapter 11. The Contractor is responsible to ensure that a FOD prevention program, meeting requirements of Title 14 CFR Part 145, is documented and in effect within the Contractor's spaces and subcontractor facilities.

3.5 Hazardous Material and Waste

The Contractor shall implement Hazardous Material (HazMat) handling procedures that comply with local, state, and federal laws and regulations concerning the use of Class I Ozone Depleting Compounds (ODC) and Ozone Depleting Substances (ODS) and conform to NAS 411. Halon has been authorized for use in the engine fire extinguishing systems of the C-12 via a previously approved NAVAIR waiver. If and when a substitute becomes available for replacing the Halon, the Contractor shall submit an Over and

Above proposal for its incorporation, utilizing the Over and Above (O&A) **CLINs 0X07 & 0X08**.

3.6 Precious Metals Recovery

The Contractor shall comply with Department of Defense (DoD) 4160.21-M, Defense Materiel Disposition Manual (Precious Metals).

3.7 Operations Security Program

The Contractor shall maintain an Operations Security (OPSEC) Program. There is no classified material requirement.

3.8 Government and Contractor Property

3.8.1 Management of Government Property

The Contractor shall manage and use all Government Property (GP) identified in **Appendix B, Government Furnished Property** without rental charge. In accordance with Federal Acquisition Regulations (FAR) 52.245-1 Alt I, the Contractor shall not modify or alter GP. Any misuse or abuse of SE shall be reported in accordance with Office of the Chief of Naval Operations (OPNAV) Form 4790/108.

3.8.2 Government Furnished Property Delivery and Transportation

The Government will furnish to the Contractor the GFP identified under **Appendix B, Government Furnished Property** no later than the end of the Transition Phase-in period. The GFP will be delivered at the Government's expense to the location designated by the Contractor.

3.8.3 Contractor Equipment

The Contractor shall provide all administrative office supplies, equipment, furniture, and fixtures necessary for its use in the performance of the work unless otherwise specified. Any items not expressly stated as GFP shall be the responsibility of the Contractor.

3.8.4 Lost, Damaged, or Destroyed Government Property

The Contractor shall notify the PCO and Contracting Officer Representative (COR) in writing within 24 hours of discovery of lost, damaged, destroyed, or stolen GP and submit a Financial Liability Investigation of Property Loss form (DD FORM 200) within five business days of discovery to the PCO and COR.

3.8.5 Disposal of Government Property

The Contractor shall turn in surveyed GP to Defense Reutilization and Marketing Office (DRMO) in accordance with DoDINST 4160.21-M. The GP shall be documented by the Contractor via DD FORM 1149 with a copy provided to the PCO and COR.

3.8.6 Fuel

The Government will provide fuel in support of the DoN C-12 UL program. The Contractor shall allow the Government contract fuel vendors access to the aircraft. In the event that Government contract fuel vendors are not available, the Contractor shall immediately notify the TPOC for direction.

3.8.7 Material

The Government will provide line fire extinguishers, oxygen, and nitrogen at the home sites and deployment sites.

3.9 Government Provided Services

3.9.1 Government-Provided Services and Items

The Government will provide the following services and logistics support items:

- Physical security, fire protection, law enforcement
- Building and grounds maintenance
- Emergency medical treatment (if available)
- HazMat storage and waste disposal in accordance with operating site instructions
- Basic telephone and data transmission lines on Base or home Site.
- Post-crash damage aircraft recovery
- On-site security briefings

3.9.2 Security Brief

All site-level contractor personnel shall attend security briefings conducted by the site security officer upon initial check-in and final check-out. These briefings will be administered in accordance with local directives at the site and existing U.S. Government security manuals and regulations.

3.10 Access to Federally Controlled Facilities, Unclassified Sensitive or Non-Sensitive Information, and Unclassified Information Technology System

3.10.1 Base Installation Security Requirements

The Contractor shall comply with applicable DoD, DoN, installation, and command security requirements, adhere to installation traffic regulations, and observe installation military law enforcement personnel and facility security official direction. The Contractor shall comply with the security requirements listed in the Industrial Security Program DODI 5220.22 and DODD 5220.22-M series and documentation to comply with the requirements identified in DD Form 254 if applicable, DoD Contract Security Classification Specification. When requested by the PCO, the contractor shall provide verification of DD254 compliance.

3.10.2 Base Access Identification

In accordance with The Secretary of the Navy (SECNAV)INST 5510.30B, the Contractor's security representative or the Contractor's Facility Security Officer (FSO) shall coordinate and ensure the provision of security badges required to allow contractor personnel access to designated workspaces and databases as required by the position. Common Access Cards (CAC) may not be issued solely for base access; an alternate base access identification card will be issued for personnel not requiring a CAC.

3.10.3 CAC Identification

A CAC will only be issued to contractor personnel that require access to both a DoD facility and DoD networks on site or remotely, or require remote access to DoD networks that use only the CAC log-on for user authentication. In order to obtain a CAC:

3.10.3.1 The Contractor employee shall complete a Federal Bureau of Investigation (FBI) fingerprint check with favorable results.

3.10.3.2 The Contractor employee shall submit a National Agency Check with Inquiries (NACI) to the Office of Personnel Management (OPM), or a DoD-determined equivalent investigation.

3.10.4 Control of Common Access Card

The Contractor's security representative or FSO shall repossess and return all CAC(s) to the Government Security Manager or Representative [i.e. COR, Government TPOC, Trusted Agent (TA), or Government Sponsor] upon contractor employee change in status, expiration of the CAC, or completion or expiration of the contract.

3.10.5 Security Requirement

The Contractor shall conduct required background clearances and secure access badges for employees to meet operational requirements. The Contractor shall also secure passports, country clearances, VISAs and physical examinations for employees to meet operational requirements. In accordance with DoN implementation of Homeland Security Presidential Directive 12 and DoD Standardized Investigation Request Procedures, Non-National Industrial Security Program (Non-NISP) Investigations are to be conducted for contractors employees requiring access to an installation, require a CAC and access to an Information Technology (IT)-II level system, but DO NOT require security clearance eligibility or access to classified information. The Government security manager will submit an Electronic Questionnaire for Investigations Processing (SF 86), National Agency Check with Local Agency Check and Credit Checks (NACLC) for IT-II system access to Office of Personnel Management (OPM). The Government security manager will submit required fingerprints for a contractor requiring this Non-NISP process. Once OPM has completed the initial background check, the determination will come back as "Favorable" or "No Determination Made" in the Joint Personnel Adjudication System (JPAS). The Government security manager will notify the COR, TPOC, TA, and the

Contractor's security representative or FSO if a background investigation returns with "No Determination Made" or derogatory information. All issues regarding derogatory information [i.e., Medical Evaluations, Letter of Intent, Statement of Reasons, 30 Day JPAS messages, base access, CAC, System Authorization Access Request (SAAR)-N forms, IT system access] shall be addressed between the COR, TPOC, TA, and security representative or FSO. No contractor personnel shall have access to any IT system until resolution of derogatory information. All reinvestigations for non-critical sensitive IT-II designated positions are required every 10 years and will be received via JPAS Network by the Government security manager and contractor security representative or FSO. ONLY THE GOVERNMENT SECURITY MANAGER WILL SERVICE CONTRACTOR DATA IN JPAS. The Contractor shall ensure the employee maintains a current, favorably adjudicated Personnel Security Investigation (PSI), at the appropriate level, throughout the performance period.

3.10.6 JPAS Record Maintenance

The Contractor shall maintain an accurate account of the employee's JPAS record for the submission of visit requests as required. The Contractor's security representative or FSO shall provide the Government's security manager and the Contracting Officer's Representative (COR) with the name, title, address, and phone number for the Contractor's security representative or FSO. The Contractor's security representative or FSO shall be the primary point of contact on any security matter. When an unfavorable adjudication is returned by Department of the Navy Central Adjudication Facility (DONCAF), the employee shall not be permitted to work on this effort and if already working, shall be removed without delay. The potential consequences of JPAS requirements, including denial of access for a current or proposed employee who fails to obtain a favorably adjudicated PSI, in no way relieves the Contractor from the requirement to execute performance under the order within the timeframes specified in the order.

3.10.7 Security Violations

The Contractor shall notify the C-12 UL COR, On-Site Government TPOC and installation Security Department within one hour of discovery of a security violation, suspected security violation, or unauthorized site entry.

3.10.8 Information Assurance

The Contractor shall ensure that personnel accessing information systems have the proper and current Information Assurance (IA) certification to perform IA functions in accordance with DoD 8570.01-M. The Contractor shall meet the applicable IA certification requirements to include:

- DoD-approved IA workforce certifications appropriate for each category and level as listed in the current version of DoD 8570.01-M; and appropriate operating system certification for IA technical positions as required by DoD 8570.01-M.
- Documentation validating the IA certification status of personnel performing IA functions.

Contractor personnel who do not have proper and current certifications will be denied access to DoD information systems for the purpose of performing IA functions. DoN no longer permits assignment of non-U.S. citizen contractor personnel to IT-II designated positions. Requests to waive the U.S. citizenship requirements for designated IT-II positions may be submitted through the Government Command Security Manager to SecNav for Plans, Policy, Oversight and Integration. Failure to provide necessary security and IT documentation in a timely manner will prevent proper in-processing and system access for the employee prior to their reporting date.

3.11 Project Management

3.11.1 Project and Risk Management

The Contractor shall provide Project Management to meet the performance requirements of the PWS. The Contractor shall be responsible for work requirements and work in progress at the start of full contract performance with the exception of any work in progress at a depot facility. Accountability in this case shall transfer from the incumbent provider (outgoing contractor) to the Contractor after delivery from Return to Service (RTS). The Contractor shall establish and maintain a risk management program for the purpose of early identification and mitigation of program risks as to not negatively impact contract performance.

3.11.2 Project Manager

The Contractor shall designate a single point of contact responsible for the overall management and performance of the PWS. The Contractor designee shall be responsible for all contractual and operational requirements. The Contractor shall provide, in writing, the name and contact information of the designee to the PCO on the first day of full contract performance. Any change of Project Manager shall be submitted to the PCO within five business days.

3.12 Web-Based Information System

3.12.1 Management Information System, Data Collection, Documentation and Reporting Requirements

The Contractor shall provide and maintain a secure Web-Based Information System (WIS) that provides computerized storage of supply logistics support information with on-line web-based accessible interactive query and update capability on a real-time basis. This system shall be capable of tracking all supply logistics requirements to include parts repair cycle of GP, and inventory management to include spares usage. It shall be

capable of performing full supply logistics queries of all Government owned aircraft and engines, inventories, and SE by site. The Contractor shall develop and maintain this data for the life of the contract. The Contractor shall provide the Government access to this WIS through a web site via the Internet. The Contractor shall manage the accessibility of the identified Government personnel authorized to use the WIS. The WIS shall be able to be accessed through secure Navy Marine Corps Intranet (NMCI) computers. The Contractor shall provide the Government the ability to print, view, and download reports from the WIS. The Contractor shall initiate and keep current all records and technical data identified in this PWS, including Supplemental Type Certificate (STC), Major Repair and Alteration (FAA Form 337), and Authorized Release Certificates/Airworthiness Approval Tags (FAA Form 8130 series).

3.12.2 WIS Performance

This WIS shall provide real-time accurate information and documentation to include the following:

- Over and Above labor and material costs accumulated against the Fixed Price as defined in the task order
- Contract Data Requirement List (CDRL) and non-CDRL items
- Daily status information: aircraft Bureau Number (BuNo), serial number, site identifier, aircraft status to include maintenance and supply data (if applicable), estimated time for Fully Mission Capable (FMC), current aircraft hours, and comments
- High time removal components, aircraft and engine to include time installed and time remaining as referenced in the applicable maintenance manual
- Projected scheduled maintenance
- Stock Inventory Report of all GFP that shall include Part Number, Serial or Lot Number, Type, Description, Property Tag or Barcode, Nomenclature, Quantity and Units of Issue, Stock Site Code, Storage Location, and Status

3.12.3 Data Delivery

Data maintained on the WIS website, including CDRLs, shall be considered delivered to the Government upon posting to the website. When Contract Data Requirement List (CDRL) deliverables are posted on the WIS, the Contractor shall notify the Government upon posting via email in accordance with **CDRL Exhibits (A), (B), and (C)**.

3.13 Contractor Personnel

3.13.1 Critical Job Positions

The Contractor shall ensure the job positions cited within **Appendix C, Critical Job Positions** are manned. The Contractor shall ensure the critical job positions are not vacant for more than 30 consecutive days. Any change to these personnel after contract

award shall be submitted to the Program Office within five business days after the official change.

3.13.2 Distinctive Attire and Safety Apparel

Contractor personnel directly associated with aircraft maintenance shall wear distinctive attire with the Contractor's name or emblem that clearly identifies the Contractor and allows for easy identification from a distance. The Contractor shall be responsible for the requirements of, and ensuring the use of, safety shoes and all safety apparel and equipment by Contractor personnel as required by National Occupational Safety and Health (NOSH), Navy Occupational Safety and Health (NAVOSH), Occupational Safety and Health Administration (OSHA), and other applicable Government regulations.

3.13.3 Contractor Personnel Flying in Government Aircraft

Contractor personnel are authorized to fly in a passenger status in Government aircraft when such flights are in the best interest of the Government. It is the responsibility of the Contractor to ensure that the requirements of the Military Service are met in order to fly in Government aircraft.

3.14 Subcontractor Management

The Contractor (Prime) shall oversee and manage its subcontractors in a manner that complies with all requirements of this PWS and associated attachments. In particular, the Contractor shall ensure that subcontractor(s) problems are identified and resolved to minimize impact to the Government and meet readiness requirements. The Contractor shall ensure subcontractor compliance with labor and safety standards. If the subcontractor is identified as a small business, the Contractor shall assess the subcontractor's compliance with specified small business guidelines.

3.15 Instruction Conflicts

If the Contractor encounters a conflict between this PWS and the documents cited in paragraph 2.0, contact the C-12 PCO for instruction.

SPECIFIC REQUIREMENTS:

4.0 TRANSITION PHASE-IN (CLIN 0001) (Firm-Fixed Price [FFP])

4.1 Transition Phase-In

The Transition Phase-In period is defined as the first 60 days of contract performance. The Transition Phase-In shall be the Contractor's preparation period for the purpose of hiring, relocating, and training of personnel (including site familiarization); ordering material; performing an inventory of GFP; and coordinating all Phase-In matters associated with the Contractor's execution of the C-12 CLS maintenance and logistics

functions to enable the Contractor's personnel to perform the requirements. During the Transition Phase-In Period, the Incumbent Contractor shall continue to be fully responsible for continued operations. NOTE: If there is a modification program in work, the Incumbent Contractor will continue with the modification until all scheduled aircraft have been completed and accepted by the Government. The Incumbent Contractor will continue to manage and maintain accountability of material in the pipeline until delivered and accepted by the Government.

4.1.1 Transition Phase-In Plan

The Contractor, in conjunction with the Incumbent Contractor, shall implement its Transition Phase-In Plan with guidance provided by the Government.

4.1.2 Government Furnished Property Inventory

Within the Transition Phase-In period, the Contractor shall conduct an inventory of GFP with the Incumbent Contractor and a designated Government representative at each primary operating site. The Contractor shall inventory all GFP in accordance with **Appendix B, Government Furnished Property**. The Contractor shall submit the Material Utilization and Forecasting Report in accordance with **CDRL A001**.

4.1.3 Transition Phase-In Status Reporting

The Contractor shall report transition progress to the UL Integrated Product Team (IPT) Lead on a weekly basis via teleconference.

4.1.4 Post-Award Conference

The Contractor shall attend a Post-Award Conference at the Government's facility at Patuxent River, MD, to include no more than a total of four contracts and management personnel, with the Government no later than 30 days after contract award. The meeting will cover the topics as set forth in Federal Acquisition Regulation Subpart 42.5. Additionally, the Contractor shall demonstrate its management procedures, provide progress assessments, review technical and other specialty area status, and schedule dates for near term critical meetings and actions. An agenda detailing conference topics will be generated and disseminated by the Government.

4.1.5 Access and Site Familiarization Visits

The Government will allow the Contractor access to all primary operating sites upon issuance of the first task order. The Contractor shall make arrangements for this access through the Government. Designated Contractor personnel will be permitted access to observe all operations such as workflow, priorities, scheduling, equipment handling and processing, parts storage, safety and security. Familiarization visits shall not interfere with the activities of the Incumbent Contractor's personnel or with squadron or site operations.

4.1.6 Operations

During the Transition Phase-In period, the Contractor shall coordinate with the Incumbent Contractor those activities required for turnover and continued operations in accordance with the PWS.

4.1.7 Material Accountability

During the Transition Phase-In period, the Contractor shall coordinate with the Incumbent Contractor all activities required for turnover and continued accountability of material ordered and in shipment until delivered and accepted by the Government.

4.1.8 Export Control Licenses

The Contractor shall have export license requests for the following items that are International Traffic in Arms Regulation (ITAR) controlled no later than 30 days after contract award:

NOMENCLATURE	PART NUMBER
TACAN Transceiver ARN-154	805D0602-43
TACAN Transceiver ARN-153	622-8149-002
TACAN Control Panel	622-2511-003
TACAN Control Panel	805D603-12
IFF Transponder	4079100-0509
IFF Transponder	4079100-0514
IFF Transponder XS-950	7519350-70051
IFF Control Panel	4077156-0504
IFF Control Panel	G7300-01
IFF Appliqué (KIV-119)	4079080-0501
TA-24 Precise Positioning System	24835-41-U50G
ARC-210 1851A(C) Transceiver	822-1707-002
ARC-210 Control Panel	822-1276-002
AN/AAR-47B(V)2 Sensor System:	
Computer Processor	3313-AS-300-5
Optical Sensors	3313-AS-700-3
Control Indicator	3313-AS-450-1
Countermeasure Signal Simulator (Test Set)	3313-AS-C01-5
AN/ALE-47(V) Dispenser System:	
Control Display Unit	179740-0002
Programmer	179730-0006
Sequencer	179250-0003
Safety Switch	179720-0001
Dispenser	179750-0001
AN/ALM-290 Test Set	3738AS100-001

5.0 SITE OPERATION REQUIREMENTS (CLINs 0X13-0X21) FFP

5.1 C-12 Aircraft Scheduled and Unscheduled Site Level Maintenance

The Contractor shall perform all scheduled and unscheduled site-level maintenance on all aircraft, engines, propellers, and SE, providing associated materials and consumables (not otherwise delineated as an Over and Above in Section 12.0). The Contractor shall perform phase maintenance, flight-line support, inspections, and Service Actions (SA) compliance, whether on-site or during a short-term deployment (30 days or less) or during a detachment, in accordance with applicable documents. Site support shall accommodate 25% temporary variances to the estimated monthly site flying hours cited in **Appendix A, Estimated Flight Hours**. At any time that monthly site flying hours are expected to exceed the estimated monthly site flying hours cited in Appendix A by 25%, the contractor shall submit an Over and Above Work Request (O&AWR) in accordance with NAVAIR Clause 5252.217-9507 Over and Above Work Requests, and Section J Attachment (7) and shall be charged to **CLINs 0X07 and 0X08**. The Contractor shall meet the performance requirements in accordance with **Appendix D, Performance Metrics**.

5.1.1 Service Action Compliance

The Contractor shall perform all maintenance for flight line and Organizational-level related evolutions and Government-directed compliance with SA, including Service Bulletins (SB), Technical Directives (TD), and Maintenance Engineering Directives (MED).

5.1.2 Transient Aircraft

The Contractor shall provide scheduled and unscheduled maintenance for transient C-12 UL aircraft on a non-interference basis with home-site mission readiness. Maintenance of transient aircraft encompasses the occasional or infrequent, not routine, support of C-12 aircraft incoming, arriving and resulting in temporary stop-over (including nights and weekends) at another C-12 UL site. The Contractor shall make every effort to meet, service, safeguard and prepare the transient aircraft for departure acceptance on a non-interference basis with home-site mission readiness.

5.1.3 Aircraft Appearance and Servicing

The Contractor shall ensure that the aircraft's interior and exterior are maintained in a serviceable condition, ensuring aircraft are clean and free of safety hazards, FOD, and corrosion.

5.1.4 Aviation Life Support System and Propeller Maintenance

The Contractor shall maintain Aviation Life Support Systems (ALSS) (e.g., aircrew life vests and rafts, oxygen masks, survival radios and flares) and perform minor on-site propeller repair (e.g., feathering blade damage, prop balancing).

5.1.5 Mission Equipment

The Contractor shall remove and replace the C-12 special mission equipment attached to the Manassas, VA aircraft and the VXS-1 Patuxent River, MD aircraft in accordance with OEM manuals. The procurement of special mission equipment shall be executed in accordance with NAVAIR Clause 5252.217-9507 Over and Above Work Requests, and Section J Attachment (7) and shall be charged to **CLINs 0X07 and 0X08**.

5.1.6 Ammunition and Explosives

The Contractor shall establish and maintain an Ordnance Qualification and Certification program. The program shall include management structure to ensure maintenance technicians are properly trained and certified for safe and secure handling and storage of Ammunition and Explosives (A&E) in accordance with OPNAV Instruction 8023.24B and US Order (MCO) 8023.3B. At present, C-12 A&E includes the MK-79 Foliage penetrator (pencil flares) within survival equipment, fire (extinguisher) bottles for aircraft engines, and AAR-47/ALE-47 Aircraft Survivability Equipment (ASE) for the UC-12W aircraft. Training and handling shall include flare loading and unloading procedures. The Contractor shall submit an Ordnance Certification Status Report in accordance with **CDRL A002/AA02/AB02/AC02/AD02**.

5.1.7 RESERVED

5.1.8 Engine Maintenance

5.1.8.1 Engine Changes. The Contractor shall remove and install engines under CLIN 0X09, including installing Quick Engine Change (QEC) parts when this work is required to be performed on site. The Contractor shall pre-position replacement engines for scheduled overhauls in order to meet mission requirements.

Replacement engines shall be of the most current engine configuration at the time of installation.

5.1.8.2 PT6A-Series On-Wing Hot Section Inspections (HSI). The Contractor shall perform scheduled HSI on the PT6A engines on-wing, providing any necessary materials and consumables.

5.1.9 Flight Operations and Scheduling

The Contractor shall utilize a flexible work schedule in order to support flight operations. Flight operation support consists of contractor-performed activities required in order to launch and recover scheduled and unscheduled flights any time, 24 hours a day and 7 days a week. Each site's TPOC will provide a flight schedule to the Contractor by 1630 hours (local time) the day before operations. (Exception: see 5.1.9.2 Holiday Scheduling).

5.1.9.1 Unscheduled Flight Operations

For unscheduled flights, the TPOC will provide the Contractor 5-hour notice prior to flight. The Contractor shall provide a point of contact for notification of the unscheduled flights to the TPOC.

5.1.9.2 Holiday Scheduling

The TPOC will provide the Contractor 48-hour notice for scheduled flights and five-hour notice for unscheduled flights occurring on U.S. Government holidays.

5.1.9.3 Aircraft Launch Readiness

The Contractor shall ensure that the aircraft is ready for launch one hour prior to the scheduled departure time, which may include cargo preparation and loading. The Contractor shall remain onsite until successful aircraft departure.

5.1.10 Site Operations Aircraft Recovery

The Contractor shall be on-site one hour before scheduled flight and be available 24 hours a day and seven days a week to perform the following aircraft recovery procedures after mission completion:

5.1.10.1 Post-Flight debrief with the aircrew.

5.1.10.2 Post-Flight inspection of the aircraft.

5.1.10.3 Perform Aircraft Cleaning Checklist.

5.1.10.4 When required at Outside the Continental United States (OCONUS) locations, the Contractor shall ensure that ITAR regulated counter-measure ammunition and explosive items are removed from the aircraft and stored in an approved Ready Service Locker (RSL) while depot level maintenance is performed on the aircraft.

5.1.11 Functional Check Flights

The Contractor shall perform pre-flight briefings to the aircrew, advising of all major work accomplished that may impact the flight characteristics of the aircraft prior to the Functional Check Flight (FCF). The Contractor shall perform a post-flight debriefing with the aircrew to address FCF discrepancies.

5.1.12 Weight and Balance

The Contractor shall perform aircraft Weight and Balance in accordance with NAVAIR Manual 01-1B-50, OEM, and FAA procedures.

5.1.12.1 Automated Weight and Balance System (AWBS). The Contractor shall use the Air Force/Navy AWBS, Version 10.0 or higher, to document aircraft weight and balance.

5.1.12.2 Weight and Balance Records. The Contractor shall ensure that DD-365 copies are maintained in the aircraft and in the flight planning area for aircrew reference.

5.1.13 Short-Term Deployment

The Contractor shall maintain aircraft during short-term deployments. Short-term deployment is defined as any deployment away from the home base site for up to 30 days. Baseline flight hours (plus 25% variance) shall apply during short-term deployments. Travel and Per Diem for all short-term deployments shall be executed in accordance with NAVAIR Clause 5252.217-9507 Over and Above Work Requests, and Section J Attachment (7) and shall be charged to **CLINs 0X08**.

5.1.14 Aircraft Status

The Contractor shall track the status of each aircraft at each site. The Contractor shall report via the WIS the daily status of each aircraft at each site. The Contractor shall submit a monthly Aircraft Status Report in accordance with **CDRL A003/AA03/AB03/AC03/AD03**.

5.2 Site-Related Services for Guantanamo Bay

The Contractor shall provide employee housing (including utilities) and parts and personnel transport services at Guantanamo Bay. The Contractor shall establish and maintain aircraft site-related services including utilities such as electrical, computer, phone, and internet communications services.

5.3 Hazardous Materials

The Contractor shall comply with the health and safety requirements of all Bases and Sites, including those set forth for handling, use, disposal, and bulk storage of HazMat. The Contractor shall ensure that Contractor-procured HazMat and GFP supplied for C-12 are accounted for separately from non-C-12-procured materials. The Contractor shall provide locked and segregated storage of small quantities of HazMat required for daily and weekly use at or near the aircraft maintenance spaces.

5.4 Overhaul and Rework Projections

The Contractor shall gather, sort, tabulate, and perform trend analysis of source maintenance and fatigue data, providing five-year aircraft, engine, and propeller overhaul and airframe rework projections identified by asset BuNo or serial number. Airframe rework covers areas determined to extend the aircraft's airworthiness and service life (e.g., wing spar replacement, adding strengthening doublers to the belly skin). The Contractor shall submit a five-Year Overhaul and Rework Projections Report in accordance with **CDRL A004/AA04/AB04/AC04/AD04**.

5.5 Replacement of Tooling and Support Equipment

The Government will replace GP non-Ready-for-Issue (RFI) tools, test equipment, and SE that are determined to be beyond economical repair in accordance with Federal Acquisition Regulation (FAR) 52.245-1(f)(ix) Alt I unless the Contractor is liable in accordance with Federal Acquisition Regulation (FAR) 52.245-1 Alt I. The Contractor shall provide the cost estimate to the C-12 UL Assistant Program Manager, Logistics (APML) for review. The APML will disposition the cost estimate. The Contractor shall provide a Firm-Fixed Price Proposal for the replacement items at the request of the PCO and shall be executed in accordance with NAVAIR Clause 5252.217-9507 Over and Above Work Requests, and Section J Attachment (7) and shall be charged to **CLINs 0X08**.

5.6 Configuration Management

5.6.1 Configuration Status Accounting

The Contractor shall track configuration status of the C-12 UL aircraft, engine, systems, subsystems, and SE in accordance with ANSI/EIA-649B. The Contractor shall not perform any aircraft configuration modification without approval from the PCO or the Administrative Contracting Officer (ACO). The Contractor shall submit a Configuration Status Accounting Report in accordance with **CDRL A005/AA05/AB05/AC05/AD05**.

5.6.2 Software Incorporations

The Contractor shall purchase and install UL IPT-directed FAA-approved C-12-related software updates into all avionics system equipment and all Flight Management System (FMS) training devices per site. The Contractor shall submit the Configuration Status Accounting Report in accordance with **CDRL A005/AA05/AB05/AC05/AD05**.

5.6.3 Technical Directive Compliance

The Contractor shall track incorporations of all Government approved TD for the T/M/S aircraft, systems and components, including engines, propellers and SE. The Contractor shall submit the TD Compliance Report in accordance with **CDRL A006/AA06/AB06/AC06/AD06**.

5.7 Accident and Incident Reporting

The Contractor shall track and report all accidents and incidents that occur in the performance of this contract. The Contractor shall notify the TPOC immediately upon each incident. The Contractor shall submit the Accident/Incident Report in accordance with **CDRL A007/AA07/AB07/AC07/AD07**.

5.8 Property and Parts Management

5.8.1 Property Management System

The Contractor shall possess and maintain a Property Management System in accordance with FAA Title 14 CFR Part 145 guidelines and Federal Acquisition

Regulations (FAR) 52.245-1 Alt I. Such a system shall be used to maintain property control, procurement, packaging and packing, transportation, and quality assurance (including receiving inspection and positive control of all defective [not suitable for flight] items) for all parts and material used in support of the C-12 UL aircraft.

5.8.2 Federal Aviation Administration Approved Parts and Material

The Contractor shall provide FAA-approved parts and materials, inspect the parts and materials, and maintain inventory control. All refurbished parts and material shall be refurbished in accordance with FAA standards and shall possess a FAA 8130 tag. Refurbished or repaired parts that do not have an 8130 tag shall not be installed on a Government aircraft.

In the absence of available FAA-approved OEM parts, non-OEM parts may be considered on a case-by-case basis by the engineering authority for the C-12 UL aircraft. All “requests for procurement” of non-OEM Parts and Material will be routed to and reviewed by the appropriate C-12 UL Team members. The Contractor shall include the following information in the request to purchase Parts and Material:

1. Date
2. Nomenclature
3. National Stock Number (if applicable)
4. Proposed Vendor
5. Quantity required
6. Part Number
7. Unit price and Total cost (fully burdened, to include shipping)
8. Quantity on hand (in stock)
9. Parts usage history during the prior 12 months
10. The aircraft T/M/S in which the part will be used
11. Lead time
12. Estimated Delivery Date

If the Government concurs, the Contractor will be directed or authorized to proceed with procurement through the PCO or ACO.

Note: Critical Safety Items (CSI) are designated as such within OEM Maintenance and Illustrated Parts Manuals.

5.8.3 Site-Level Maintenance Material

The Contractor shall track parts, stock, and provide consumable parts required to maintain the C-12 aircraft, engine, systems, subsystems and SE. This shall include all material to accomplish Site-Level inspections and repair-type SB, complete on- wing engine HSI, propeller maintenance, aircraft recovery, Temporary Duty (TDY) or Temporary Assigned Duty (TAD) and extended detachments. The Contractor shall meet the Mission Capable Rate in accordance with **Appendix D, Performance Metrics**.

5.8.4 Government Property Inventory

The Contractor shall conduct a semi-annual inventory of all GP at all sites. The Contractor shall submit a Material Utilization and Forecasting Report in accordance with **CDRL A001/AA01/AB01/AC01/AD01**.

5.8.5 Cannibalization

The Contractor shall obtain the COR's written approval prior to any aircraft cannibalization actions. The Contractor shall track the cannibalization actions in the WIS and on the Aircraft Status Report (**CDRL A003/AA03/AB03/AC03/AD03**) and document the action in the miscellaneous section of the aircraft logbook.

5.8.6 Obsolescence

The Contractor shall track and resolve parts obsolescence and Diminishing Manufacturing Sources and Material Shortages (DMSMS). The Contractor shall submit an Obsolescence and DMSMS Summary in accordance with **CDRL A008/AA08/AB08/AC08/AD08**.

5.9 Transportation

The Contractor shall ship and transport all parts and material worldwide, as required. When commercial transportation is used, the Contractor shall meet the **Appendix D, Performance Metrics**.

5.9.1 Shipping

The Contractor shall ship by using best commercial practices to meet **Appendix D, Performance Metrics**. The Contractor shall be responsible for all packaging and handling.

5.9.2 Freight Forwarding

The Contractor shall provide freight forwarding and coordination capability to expedite C-12 UL parts through foreign customs when required.

5.9.3 Hazardous Material

The Contractor shall prepare and mark all HazMat according to the requirements of the International Air Transportation Association and host country regulations for surface movement.

5.10 Maintenance Record Keeping

The Contractor shall maintain the following records and forms at each of the sites:

5.10.1 Naval Aircraft Flight Record, OPNAV Form 3710/4

This form will be completed in its entirety by the pilot and turned in to the Contractor. The Contractor shall verify the flight data and forward the form to each C-12 site's applicable TPOC.

5.10.2 Aircraft Inspection and Acceptance Record, OPNAV Form 4790/141

The Contractor shall complete the "Safe for Flight" certification portion of the form. After the pilot signs this document, the Contractor shall provide this form for the applicable site's TPOC. This form is signed by the Contractor who performed the daily pre-flight inspection indicating the aircraft is safe for flight. The Contractor shall keep this completed form in the Aircraft Discrepancy Book for 10 flights in accordance with the COMNAVAIRFORINST 4790.2B.

5.10.3 Airworthiness Certification

The C-12 aircraft have been certified airworthy by the Navy and the FAA. There is no requirement to carry the Airworthiness Certification letter on the aircraft.

5.10.4 Aircraft Logbooks

The Contractor shall maintain and update C-12 UL FAA logbooks in accordance with Title 14 CFR Part 43.

5.10.5 Engine Logbooks

The Contractor shall maintain and update FAA logbooks for each C-12 UL engine in accordance with Title 14 CFR Part 43. The Contractor shall maintain the appropriate records at each site for each engine.

5.10.6 Propeller Logbooks

The Contractor shall maintain and update FAA logbooks for the C-12 propellers in accordance with 14 CFR Part 43. The Contractor shall maintain the appropriate records at each site for each propeller.

5.11 Technical Data and Jeppesen Subscriptions

5.11.1 Subscriptions

The Contractor shall establish and maintain all C-12 system and subsystem OEM (third party) subscriptions to include Operator, Technical, and Maintenance Manuals, Illustrated Parts Catalogs, Wiring Diagrams and SB. Additionally, the Contractor shall establish and maintain monthly Jeppesen subscriptions; specifically a navigation subscription for the C-12F, C-12M, C-12W aircraft; and an additional 14-day map update for the C-12W aircraft.

5.11.2 Libraries

The Contractor shall establish and maintain libraries of all manuals, publications, drawings and technical support data at each C-12 aircraft site. Additionally, updated publication copies shall be provided to each site and the C-12 UL APML at the PMA (Updates to Navy Supplemental Maintenance Manuals, Wiring, and Illustrated Parts Catalogs are covered in Section 12.4).

5.11.3 Publication Source Data Tracking

The Contractor shall track and store, by T/M/S, source data accumulated from aircraft and system(s) modification and other Government-approved changes driven by maintenance improvements, administrative corrections, TD, and SA for future supplemental manual updates.

5.11.4 Usage Data

The Contractor shall provide specific C-12 UL aircraft and engine usage data to the OEMs.

5.12 Meetings and Communication

5.12.1 Program Management Reviews

The Contractor shall coordinate and host an annual Program Management Review (PMR) at a Continental United States (CONUS) location as agreed upon with the UL IPT Lead. The duration of each PMR shall be no more than three days with an additional two travel days and shall be conducted at a time mutually agreeable to the UL IPTL and the Contractor's Project Manager. The Contractor's essential contracts, management, logistics, and engineering personnel shall attend.

5.12.1.1 Meeting Agendas

The UL IPT Lead will provide the PMR Agenda.

5.12.1.2 Meeting Presentations

The Contractor shall prepare Briefing Material for each PMR in accordance with **CDRL A009/AA09/AB09/AC09/AD09**.

5.12.1.3 Meeting Minutes

The UL IPT will track action items, agreements, and pertinent information for each meeting and ensure both parties are in agreement with the Meeting Minutes.

5.12.2 Meetings

The Contractor shall participate in a weekly conference by telephone or Video Telephone Conference (VTC) with the UL IPT. The UL IPT will coordinate day and time for convening these teleconferences with the Contractor. Additional meetings via teleconference will be held as directed by the UL IPT.

5.13 Required Enterprise-Wide Contractor Manpower Reporting Application (ECMRA) Information

The Contractor shall report contractor labor hours (including subcontractor labor hours) required for performance of services provided under this contract for the Naval Air Systems Command via a secure data collection site. Contracted services, excluded from reporting are based on Product Service Codes (PSCs). The excluded PSCs are:

- (1) W, Lease/Rental of Equipment;
- (2) X, Lease/Rental of Facilities;
- (3) Y, Construction of Structures and Facilities;
- (4) S, Utilities ONLY;
- (5) V, Freight and Shipping ONLY.

The Contractor is required to completely fill in all required data fields using the following web address: <https://doncmra.nmci.navy.mil>.

Reporting inputs will be for the labor executed during the period of performance during each Government FY, which runs October 1 through September 30. While inputs may be reported any time during the FY, all data shall be reported no later than October 31 of each calendar year. Contractors may direct questions to the help desk, linked at <https://doncmra.nmci.navy.mil>.

6.0 RESERVED

7.0 SCHEDULED C-12 AIRCRAFT DEPOT INSPECTIONS (CLIN 0X04) FFP

7.1 Aircraft Condition Inspections

The Contractor shall perform the scheduled C-12 Aircraft Condition Inspections (ACI) in accordance with the C-12 ACI Specification MED (C-12)-065, OEM manuals, and Navy Supplemental maintenance manuals within 74 consecutive days including all O&As. The Contractor shall complete a Functional Check Flight (FCF) with contractor-provided pilots prior to DD-250 of aircraft.

7.2 Consumables

The Contractor shall provide all specified consumables in accordance with the OEM technical manuals.

7.3 Teardown Report

The Contractor shall submit a Teardown Report in accordance with **CDRL B003/BA03/BB03/BC03/BD03**.

7.4 Final Report

The Contractor shall track all Depot maintenance actions for each C-12 aircraft and submit a Final Depot Summary Report in accordance with **CDRL B004/BA04/BB04/BC04/BD04**.

8.0 SCHEDULED PT6A-SERIES ENGINE DEPOT INSPECTIONS (CLIN 0X05) FFP

8.1 PT6A-Series Engine Depot Inspections

The Contractor shall perform scheduled C-12 PT6A-series engine depot inspections in accordance with applicable Pratt & Whitney OEM maintenance instructions to bring the engine into mission capable and RFI status. This paragraph specifically excludes labor required for on-wing HSI captured in Section 5.1.8.2.

8.2 Shipping

The Contractor shall ship engines from the operating site or detachment to the Depot Facility and return to operating site or detachment.

8.3 Consumables

The Contractor shall provide all specified consumables in accordance with the OEM technical manuals.

8.4 Teardown Report

The Contractor shall submit a Teardown Report in accordance with **CDRL B003/BA03/BB03/BC03/BD03**.

8.5 Final Depot Report

The Contractor shall track all Depot maintenance actions for each PT6A-series engine and submit a Final Depot Summary Report in accordance with **CDRL B004/BA04/BB04/BC04/BD04**.

9.0 PROPELLER DEPOT OVERHAULS (CLIN 0X06, 0X06AA, 0X06AB, 0X06AC) FFP

9.1 Propeller Overhauls

The Contractor shall perform the Propeller Overhauls in accordance with applicable OEM propeller maintenance instructions to bring the propeller into mission capable and RFI status. Propeller repairs that exceed the repairs identified in paragraph 5.1.4 shall be covered under **CLIN 0X06AA, 0X06AB, 0X06AC**.

9.2 Shipping

The Contractor shall ship propellers from the operating site or detachment to the Depot Facility and return to operating site or detachment.

9.3 Consumables

The Contractor shall provide all consumable materials necessary to perform propeller overhaul.

9.4 Final Report

The Contractor shall track all Depot maintenance actions for each propeller and submit a Final Depot Summary Report in accordance with **CDRL B004/BA04/BB04/BC04/BD04**.

10.0 RESERVED

11.0 RESERVED

12.0 OVER and ABOVE (CLINs 0X02, 0X03, 0X07 and 0X08) FFP

12.1 O&A Aircraft Modification (CLIN 0X02)

The contractor shall incorporate modifications to in-service aircraft to correct deficiencies and improve operational capabilities and procure associated support equipment utilizing the O&A process in NAVAIR Clause 5252.217.9507.

12.2 O&A Spares (CLIN 0X03)

The contractor shall procure spares associated with aircraft modifications utilizing the O&A process in NAVAIR Clause 5252.217.9507.

12.3 O&A Labor (CLIN 0X07)

The Contractor shall provide the Over and Above labor to make approved corrections to discrepancies identified during Scheduled Aircraft and Engine Depot Inspections, Unscheduled Aircraft and Engine Depot Repairs, Depot Level TDs and Service Action Incorporations, and Surge Requirements associated with the PWS. Over and Above Work Requests shall be in accordance with NAVAIR Clause 5252.217-9507 Over and Above Work Requests, and Section J Attachment (7). Direct Over and Above travel expenses shall be charged to **CLIN 0X08**.

12.4 O&A Travel and Material (CLIN 0X08)

The Contractor shall provide the Over and Above material to make approved corrections to discrepancies identified during Scheduled Aircraft and Engine Depot Inspections, Unscheduled Aircraft and Engine Depot Repairs, Depot Level TDs and Service Action Incorporations, and Surge Requirements associated with the PWS. Over and Above Work Requests shall be in accordance with NAVAIR Clause 5252.217-9507 Over and Above Work Requests, and Section J Attachment (7).

The Contractor shall travel in support of C-12 UL programs and missions. Examples include support of Government ferry flights to and from ACI Depot Facilities; travel in support of Engineering Investigations (EI) or reviews; PMR and TPOC orientation training; off-site detachments, extended detachments and TDY or TAD; off-site aircraft recovery;

and SA incorporations (e.g., TD, MED, and SB). Travel costs include excess baggage accompanying site personnel. The Contractor shall also support site surveys, site stand-up or closure, including DoD Base Realignment and Closure (BRAC) and associated CLS personnel relocation. Contractor-related travel shall be in accordance with Joint Travel Regulations (JTR) (e.g. commercial carriers when traveling aboard the C-12 aircraft is not practical). Contractor lodging, vehicle rental, meals and incidentals shall be in accordance with approved per-diem rates.

The Contractor shall submit a Travel Summary Report in accordance with **CDRL B002/BA02/BB02/BC02/BD02**.

12.5 Unscheduled Aircraft Depot Repair

12.5.1 Aircraft Repair Procedures

The Contractor shall repair airframe and airframe components (excluding propellers) that require unscheduled Depot, OEM, or artisan expertise to remove, repair, install and Return to Service. Unscheduled aircraft Depot Repairs include those that affect airworthiness, and exclude those that do not affect airworthiness, such as site-level repairs, ACI tasks identified in Section 7.0, and “Noted but Not Corrected” deficiencies found during the ACI process. The Contractor shall submit a Teardown Report in accordance with **CDRL B003/BA03/BB03/BC03/BD03** and submit a Fixed Price proposal for each Over and Above event utilizing **CLIN 0X07** for Labor and **0X08** for Travel and Material.

12.5.2 Final Depot Report

The Contractor shall track all Depot maintenance actions for each Aircraft repair and submit a Final Depot Summary Report in accordance with **CDRL B004/BA04/BB04/BC04/BD04**.

12.6 Unscheduled Engine Repair

12.6.1 Engine Repair Procedures

The Contractor shall conduct unscheduled engine repair in accordance with the applicable technical manuals. The Contractor shall submit a Teardown Report in accordance with **CDRL B003/BA03/BB03/BC03/BD03** and submit a Fixed Price proposal for each Over and Above event utilizing **CLIN 0X07** for Labor and **0X08** for Travel and Material.

12.6.2 Final Depot Report

The Contractor shall track all Depot maintenance actions for each engine repair and submit a Final Depot Summary Report in accordance with **CDRL B004/BA04/BB04/BC04/BD04**.

12.7 Depot Level Technical Directive and Service Action Incorporations

The Contractor shall incorporate Depot level TD, SB, Service Letters (SLs), and Airworthiness Directives (ADs) for the aircraft and engine at the direction of the PCO or ACO and submit a Fixed Price proposal for each Over and Above event utilizing **CLIN 0X07** for Labor and **0X08** for Travel and Material, as applicable.

12.8 C-12 Supplemental Publications

The Contractor shall update C-12 Navy Supplemental publications upon request. Updates by T/M/S shall include source data accumulated under Sections 5.11.3, 12.7, 12.9, and 12.10 from aircraft and system(s) modification and other Government-approved changes driven by maintenance improvements, administrative corrections, TD, and SA. Updating actions shall include tracking, research, modification, OEM coordination, as well as preparation of materials. **CLIN 0X07** shall be used for Labor and **0X08** shall be used for Travel and Material. The Contractor shall submit Navy Supplemental Publication updates in accordance with **CDRL B005/BA05/BB05/BC05/BD05**.

12.9 RESERVED

12.10 Engineering Technical Services

The Contractor shall provide engineering technical services, including triage of and conducting Engineering Investigations (EIs), as well as development of OEM repair plans as directed by the C-12 UL engineer. The Contractor shall submit Engineering Investigation Reports in accordance with **CDRL B006/BA06/BB06/BC06/BD06** and submit a Fixed Price proposal for each Over and Above event utilizing **CLIN 0X07** for Labor and **0X08** for Travel and Material, as applicable.

12.11 Surge Requirements

The Contractor shall accommodate operational surges as missions and operations tempo change, irrespective of monthly hours flown. Submit a Fixed Price proposal for each Over and Above event utilizing **CLIN 0X07** for Labor and **0X08** for Travel and Material, as applicable. Surge operations are prolonged operations greater than a consecutive 30-day period that warrant an increase in maintenance support due to unforeseen increases in the Site's monthly flying hour operations (e.g. Aircraft in Okinawa, Japan are called upon to provide emergency evacuations or fly in food transport to affected areas following an earthquake and tsunami). Flying hours that total in excess of 25% above the total monthly estimated flying hours (**Appendix A – Estimated Flight Hours**) for all aircraft stationed at a particular site, may also qualify as a surge requirement (e.g., Surged hours flown to meet pilot training qualifications).

12.12 Support Equipment

The Contractor shall procure SE, which has not been provided by the Government, required for the continued sustainment of fielded aircraft maintenance; thereby increasing

the GP inventory. The procurement of SE shall be executed in accordance with NAVAIR Clause 5252.217-9507 Over and Above Work Requests, and Section J Attachment (7) and shall be charged to **CLINs 0X08**.

13.0 ENGINES (CLIN 0X09) FFP

If there are no RFI engine spares available, the Contractor shall provide FAA-certified airworthy PT6A-series engines with up-to-date commercial logbooks after approval by the C-12 UL APML for efforts associated with engine overhauls and repairs. Such engines shall have sufficient time-since-overhaul hours to meet the anticipated turnaround time for the next available RFI replacement GFP engine. All labor associated with removal, installation, and maintenance of engines are covered under **CLINs 0X13-0X21**.

14.0 C-12 DEPOT STRIP and PAINT (AIRFRAME) (CLIN 0X10) FFP

The Contractor shall strip and paint the C-12 in accordance with MIL-STD-2161C(AS) within 30 calendar days of induction. This action is separate from the strip and paint included during ACI.

15.0 C-12 STRUCTURAL FATIGUE TRACKING (CLIN 0X11) FFP

Fatigue Appraisal and Structural Tracking (FAST) reports generate data with which the Contractor and the C-12 UL engineer may recommend aircraft and component service life extension actions. The Contractor shall prepare semi-annual FAST reports for all C-12F/M UL aircraft. The Contractor shall submit FAST Reports in accordance with **CDRL B007/BA07/BB07/BC07/BD07**.

16.0 TRANSITION PHASE-OUT (CLIN 0422)

16.1 Definition

The Phase-Out transition period is defined as the last 60 days of contract performance. During this Transition Phase-Out period, the Contractor shall be fully responsible for continued operations. If there is a modification program in work, the Contractor shall continue with the modifications for all scheduled aircraft until completion and acceptance by the Government. The Contractor shall continue to manage and maintain accountability of material in the pipeline until delivered and accepted by the Government. The Contractor shall report transition progress to the UL IPT Lead and PCO on bi-weekly basis via teleconference.

16.2 Transition Support

The Contractor shall conduct the transition of all logistics support and transitional planning necessary to commence uninterrupted performance of contractual requirements by the follow-on Contractor. The Contractor shall cooperate with the follow-On Contractor to

ensure the transition and shall continue to manage and maintain accountability of all property in the pipeline until delivered and accepted. The Contractor shall ensure the integrity and condition of the facility and its functionality during the transition.

16.3 Transition Phase-Out Plan

The Contractor shall describe in its Transition Phase-Out Plan the efforts necessary to ensure coordination with the Government and any new Contractor(s) in conducting joint wall-to-wall inventories, ensuring continuity of ongoing flight operations during the transition period, and executing transfer of responsibility and custody of GP to the follow-on Contractor. The Contractor shall submit the Transition Phase-Out Plan in accordance with **CDRL C001**.

16.4 Government Property Delivery

The Contractor shall deliver all GP in its custody to the Government representative at each operating site at the expiration of the contract. The Contractor shall ensure all parts and SE are delivered to the Government in an RFI condition. The Contractor shall turn over expendable stock levels to the Government at the levels stated in **Appendix B, Government Furnished Property**. Any changes made to the quantities stated in **Appendix B, Government Furnished Property** will only be made with the approval by the PCO or ACO.

16.5 Parts Documentation

The Contractor shall provide to the follow-on contractor all parts documentation paperwork received or generated in support of this PWS including, but not limited to, FAA certification paperwork, Engines, Main Landing Gear, Nose Landing Gear histories, serviceability and maintenance, and schedule forms, serial number records for installed equipment and calibration data and due dates.

16.6 Warranty Data

The Contractor shall provide to the follow-on Contractor all warranty data for all GP and parts issued to the Government.

DEFINITIONS AND ABBREVIATIONS

A&E	Ammunition and Explosives
A&P	Airframe and PowerPlant
AB	Airbase
ACA	Associate Contractor Agreements
ACI	Aircraft Condition Inspection
ACO	Administrative Contracting Officer
ACRN	Accounting Classification Reference Number
AD	Airworthiness Directive
ALSS	Aviation Life Support Systems
AM	Avionics Manager
ANSI-ASQ	Americal National Standards Institute-American Society of Quality
ANSI	American National Standards Institute
APML	Assistant Program Manager, Logistics
ASE	Aircraft Survivability Equipment
AWBS	Automated Weight and Balance System
BRAC	Base Realignment and Closure
BuNo	(Aircraft) Bureau Number
CAC	Common Access Card
CDRL	Contract Data Requirements List
CFR	Code of Federal Regulations
CFSR	Contractor Funds Status Report
CLIN	Contract Line Item Number
CLS	Contractor Logistics Support
CNAF	Commander, Naval Air Forces
COC	Certificate of Completion
CONUS	Continental United States
COR	Contracting Officer's Representative
COTS	Commercial-off-the-Shelf
CSI	Critical Safety Item
DCMA	Defense Contract Management Agency
DD	Department of Defense (Forms Only)
DFARS	Defense Federal Acquisition Regulation Supplement
DMSMS	Diminishing Manufacturing Sources and Material Shortage
DoD	Department of Defense
DoN	Department of the Navy
DONCAF	Department of the Navy Central Adjudication Facility
DRMO	Defense Reutilization and Marketing Office
EASA	European Aviation Safety Agency
ECMRA	Required Enterprise-Wide Contractor Manpower Reporting Application
EI	Engineering Investigation
FAA	Federal Aviation Administration
FAR	Federal Acquisition Regulations (see DFARS also)

FAR	Federal Aviation Regulations (also referred to as Title 14 CFR)
FAST	Fatigue Appraisal and Structural Tracking
FBI	Federal Bureau of Investigation
FCC	Federal Communications Commission
FCF	Functional Check Flight
FFP	Firm Fixed Price
FH	Flight Hours or Flying Hours
FMC	Fully Mission Capable
FMS	Flight Management System
FOD	Foreign Object Debris
FSO	Facility Security Officer
FY	Fiscal Year
GFP	Government Furnished Property
GP	Government Property
HazMat or HAZMAT	Hazardous Material
HSI	Hot Section Inspection
IA	Information Assurance
INST	Instruction
IPT	Integrated Product Team
ISO	International Organization for Standardization
IT	Information Technology
ITAR	International Traffic in Arms Regulations
JP	Japan
JPAS	Joint Personnel Adjudication System
JRB	Joint Reserve Base
JTR	Joint Travel Regulations
MC	Mission Capable
MCAS	Marine Corps Air Station
MCO	(US) Marine Corps Order
MED	Maintenance Engineering Directive
MEL	Minimum Equipment List
MESM	Minimum Equipment (or Essential) Systems (or Subsystems) Matrix
MIL-STD	Military-Standard
MM	Maintenance Manager
NACI	National Agency Check with Inquiries
NACLC	National Agency Check with Local Agency and Credit Check
NAF	Naval Air Facility
NAMP	Naval Aviation Maintenance Program
NAS	Naval Air Station
NAS	National Aerospace Standard
NATOPS	Naval Air Training & Operating Procedures Standardization
NAVAIR	Naval Air Systems Command
NAVOSH	Navy Occupational Safety and Health
NISPOM	National Industrial Security Program Operating Manual
NMC	Non-Mission Capable (for 80% MC computation)

NMCI	Navy Marine Corps Intranet
NOSH	National Occupational Safety and Health
NRT	Non-Reporting Time (for 80% MC computation)
NSA	Naval Support Activity
NTE	Not to Exceed
OAWR	Over and Above Work Request
O&A	Over and Above
OCONUS	Outside the Continental United States
ODC	Ozone Depleting Compounds
ODS	Ozone Depleting Substances
OEM	Original Equipment Manufacturer
OMIT	Operation, Maintenance, Installation or Training
OPM	Office of Personnel Management
OPNAV	Office of the Chief of Naval Operations
OPSEC	Operations Security
OSHA	Occupational Safety and Health Administration
PCO	Procurement Contracting Officer
PM	Project Manager (Contractor)
PMA	Program Management, Aviation (Government)
PMR	Program Management Review
POC	Point of Contact
PSC	Product Service Code
PSI	Personnel Security Investigation
PWS	Performance Work Statement
QAP	Quality Assurance Program and Quality Assurance Plan
QEC	Quick Engine Change
RFI	Ready for Issue
RFP	Request for Proposal
ROM	Rough Order of Magnitude
RSL	Ready Service Locker
RT	Reporting Time
RTS	Return to Service
SA	Service Action
SAAR	System Authorization Access Request
SB	Service Bulletin
SE	Support Equipment
SecNav	Secretary of the Navy
SL	Service Letter
SLIN	Sub- Contract Line Item Number
STC	Supplemental Type Certificate
T/M/S	Type/Model/Series
TA	Trusted Agent
TAD	Temporary Assigned Duty
TD	Technical Directive
TDY	Temporary Duty

TPOC	Technical Point of Contact
UL	Utility Lift (consists of C-12 and C-26 aircraft platforms)
VTC	Video Telephone Conference
USMC	United States Marine Corps
WIS	Web-Based Information System

APPENDIX A – ESTIMATED FLIGHT HOURS

SITE LOCATION	BASELINES		
	# of a/c per Site	Est Mo FH per a/c	Est Mo Site FH
ATSUGI, JAPAN	3	50	150
BAHRAIN	3	40	120
BEAUFORT, SC	2	65	130
CORPUS CHRISTI, TX	24	55	1320
FUTENMA, OKINAWA	1	80	80
GUANTANAMO BAY, CUBA	3	55	165
IWAKUNI, JAPAN	2	90	180
KADENA, OKINAWA	2	55	110
MANASSAS, VA	1	20	20
MIRAMAR, CA	1	64	64
MISAWA, JAPAN	1	54	54
NEW ORLEANS, LA	2	90	180
NEW RIVER, NC	2	80	160
PATUXENT RIVER, MD (AIR OPS)	2	50	100
PATUXENT RIVER, MD (VXS-1)	1	30	30
YUMA, AZ	2	59	118

APPENDIX B – GOVERNMENT FURNISHED PROPERTY

(See Section J Attachment 5)

APPENDIX C – CRITICAL JOB POSITIONS

Upon completion of the transition period, the Contractor shall have the following Critical Job Positions filled by qualified personnel as cited below. The Contractor shall notify the PCO within five business days of management changes throughout the length of this contract.

Project Manager (PM). A PM shall have a minimum 10 years experience managing multiple-site aircraft maintenance programs in CONUS and OCONUS. A PM's experience shall include a minimum 5 years directly managing aircraft maintenance operation.

Maintenance Manager (MM). A MM shall serve as the focal point for all maintenance activities at all sites. An MM shall have a minimum 15 years maintaining multi-engine aircraft, with 10 years managing multiple-site aircraft maintenance, including complex aircraft modifications.

Avionics Manager (AM). This position shall serve as the focal point for all avionics maintenance and applicable modification activities. An Avionics Manager shall have a minimum 10 years aircraft avionics maintenance experience, to include managing complex aircraft avionics modifications. An AM's experience shall include a minimum of 3 years advanced troubleshooting of electronic flight instrument systems. An Avionics Manager shall also possess a current Federal Communications Commission (FCC) General Radio Telephone Operator License.

Site Lead Mechanic. Each site's Lead Mechanic shall have a minimum 1 year experience as a Site Lead and a minimum 5 years multi-engine turbo-prop aircraft maintenance experience. The SLM shall possess a valid FAA A&P license.

APPENDIX D – PERFORMANCE METRICS

Discrepancies. The Contractor shall ensure that the number of unresolved discrepancies per aircraft does not exceed 10 at the end of any given workday. At no time shall any unresolved discrepancy exceed 10 days for CONUS-sited aircraft or 20 days for OCONUS-sited aircraft without Government approval. Government approval requests shall be routed to the C-12 Logistics Lead.

Mission Capable Requirements. The Contractor shall maintain a minimum Mission Capable (MC) rate of 80% for each aircraft for every month. The Contractor shall document daily flying hours, landings, engine starts and stops; aircraft up or down status and cite whether the aircraft was fully, partially or non-mission capable in accordance with the applicable T/M/S NATOPS Minimum Equipment List (MEL) or Minimum Equipment (or Essential) Systems (or Subsystems) Matrix (MESM) and show the resulting MC rate.

MC Computation Example (Aircraft #1):

The reporting period was 30 days: $30 \times 24 \text{ hours} = 720 \text{ hours}$ Reporting Time (RT)

The allowable Non-Reporting Time (NRT) for aircraft #1 was 7 days

The Not or Non Mission Capable (NMC) time for aircraft #1 for the reporting period was 113 hours:

MC Rate Example Calculation:

$30 \text{ days} \times 24 \text{ hours} = 720 \text{ hours}$Total RT hours

$7 \text{ days NRT} \times 24 \text{ hours} = 168 \text{ hours}$Total NRT hours

$720 \text{ (RT)} - 168 \text{ (NRT)} = 552 \text{ hours}$Total Possible MC hours

$552 \text{ (Possible MC hrs)} - 113 \text{ (NMC)} = 439 \text{ hrs}$Actual MC hours

$439 \text{ (Actual MC hrs)} \div 552 \text{ (Possible MC hrs)} = .80$

$.80 \times 100 = \underline{80\% \text{ MC}}$ for aircraft #1

MC Computation Example (Aircraft #2):

The reporting period was 30 days: $30 \times 24 \text{ hours} = 720 \text{ hours}$ Reporting Time (RT)

The allowable Non-Reporting Time (NRT) for aircraft #2 was 12 days

The Not Mission Capable (NMC) time for aircraft #2 for the reporting period was 24 hours:

MC Rate Example Calculation:

30 days x 24 hours = 720 hours.....Total RT hours
12 days NRT x 24 hours = 288 hours..... Total NRT hours
720 (RT) – 288 (NRT) = 432 hours..... Total Possible MC hours
432 (Possible MC hrs) – 24 (NMC) = 408 hours.....Actual MC hours
408 (Actual MC hrs) ÷ 432 (Possible MC hrs) = .94
.94 x 100 = 94% MC for aircraft #2

C-12 Special Mission Equipment. Special mission equipment (not specified within this PWS) attached to C-12 aircraft based in Manassas, VA and VXS-1 at Patuxent River, MD shall cause the respective aircraft to be partially mission capable when the special mission equipment is not fully functional unless the Government concurs that repair or replacement of the special mission equipment is beyond the control of the Contractor.

APPENDIX E – RELEVANT DEFINITIONS FOR MISSION CAPABLE COMPUTATION

Fully Mission Capable (FMC)	The condition status that indicates the aircraft is capable of safe flight and can perform all the prescribed missions required by the applicable Minimum Equipment (or Essential) Systems (or Subsystems) Matrix (MESM); see applicable Naval Air Training and Operating procedures Standardization (NATOPS).
Mission Capable (MC)	<p>MC is defined as the sum of Fully Mission Capable (FMC) and Partial Mission Capable (PMC). As required in H-1 Clause, Non-reporting time (NRT) shall be deducted from the total hours in the month when computing Mission Capable (MC) rates.</p> <p>The contractual MC rate is based upon the number of total hours available during the reporting period for the month in which the aircraft is available for an operational mission.</p> <p>When inspection requirements do not require a major disassembly of the aircraft and, thus, do not affect the mission capability, the aircraft is considered to be mission capable during the entire portion of the inspection phase of the inspection.</p> <p>If a preflight inspection or test flight is not performed within 24 hours of the Contractor's notification to the Technical Point of Contact (TPOC) then the MC time shall apply from the time when the Contractor notified the TPOC that the aircraft was ready for pre-flight inspection or test flight.</p> <p>The elapsed time between when the Contractor is notified of an off-site grounded aircraft problem, and fulfillment of certain conditions to meet NRT status, is reported to the TPOC as "excusable delay."</p>
Non-Reporting Time (NRT)	<p>The condition of an aircraft which is not in a reporting status. NRT is the time required to: modify the aircraft; perform crash damage repairs; install or remove ferry tanks; perform special inspections directed by the TPOC.</p> <p>As required in H-1 Clause, Non-reporting time (NRT) shall be deducted from the total hours in the month when computing Mission Capable rates.</p>

	<p><u>Examples of NRT:</u></p> <ul style="list-style-type: none"> • Time waiting for Functional Check Flight (FCF), after the first 24 hours have elapsed since Contractor notified the Government of aircraft ready for FCF. • Time reporting while aircraft undergo ACI or are in preservation status. • Time awaiting off-site station maintenance. • Time aircraft is undergoing Aircraft Condition Inspection (ACI) or approved Over and Above repairs. • Time aircraft is undergoing Strip and Paint not associated with ACI. • Actions or situations substantiated and agreed to by the Procurement Contracting Officer (PCO), or designee, as beyond the control of the Contractor. • One-time special inspections directed by the PCO or designee. • The time in which parts or required maintenance personnel are in the Government transportation system, when directed by the Government. <p>The Government will not penalize the Contractor for aircraft downtime resulting from, but not limited to, locally enforced restrictions, holidays, noise abatement, religious customs, coups, restricted access, hostilities, Government restrictions and customs clearance delays which were not in existence prior to contract award.</p>
Not Mission Capable (NMC)	<p>The material condition of an aircraft indicating that it is not capable of performing any one of its missions, as defined in the applicable MESM (see NATOPS) or when a required maintenance action causes the aircraft to be non-airworthy.</p> <p>NMC time starts when the Contractor is notified of an inoperable condition.</p> <p>NMC time ends when the Contractor notifies the TPOC or Pilot-In-Command (PIC) that the aircraft is ready for pre-flight inspection or test flight.</p> <p>If the aircraft is determined to be NMC as a result of a pre-flight inspection or test flight and the cause is attributable to the original</p>

	<p>fault, NMC time shall continue from the original time of discovery, provided the preflight or test flight inspection is performed within 24 hours after notification is provided to the TPOC or PCO by the Contractor.</p> <p>If panels and equipment are removed to conduct area inspections and the Contractor cannot replace the panels and equipment within a two-hour time frame, then the entire inspection is considered to have impacted mission capability and shall be documented as NMC. The two-hour rule applies to scheduled maintenance only.</p> <p>When a new discrepancy is found during pre-flight or test flight, NMC time will start when the TPOC or pilot notifies the Contractor of the inoperable condition.</p> <p>If a new discrepancy is found when the aircraft is not located at the Site (aircraft is off-site) or when the aircraft is located at the Site and Contractor personnel are not available, NMC time will start when the Government notifies the Contractor of the new discrepancy. In either case, NMC time will start not later than one hour after time of discovery/flight termination.</p> <p>Aircraft shall be considered NMC for reporting purposes when the Contractor fails to correct PMC items within 10 days for CONUS aircraft and 20 days for OCONUS aircraft, unless the Government grants a waiver.</p> <p>Aircraft shall be considered NMC for reporting purposes when the Contractor fails to correct one or multiple non-grounding discrepancies (except those pending SA incorporation, inspection or corrosion) within 20 days, unless the Government grants a waiver.</p>
Not Mission Capable Maintenance (NMCM)	<p>The material condition of an aircraft when it is not available for a mission because of scheduled or unscheduled maintenance as required by the Performance Work Statement (PWS).</p> <p>Scheduled maintenance time for reporting purposes <u>includes</u> phase, detail, calendar, engine and special inspections when the combination of inspection requirements is such that it requires placing the aircraft in an inoperable condition.</p>

	Scheduled maintenance time <u>does not include</u> time spent performing daily, preflight, turnaround, post-flight or corrosion inspections when the requirements do not require placing the aircraft in an inoperable condition.
Not Mission Capable (NMC) -MESM	<p>Discrepancies against any system on the MESM (see applicable NATOPS) will be considered NMC for the purpose of determining MC rates, if the discrepancy is not corrected within 10 calendar days for Continental United States (CONUS) aircraft and 20 calendar days for Outside the Continental United States (OCNUS) aircraft. After the stated time period expires, the aircraft will be carried as NMC even though the local Commander may elect to fly the aircraft (if other grounding criteria do not exist). If the Government elects to fly an aircraft against which reduced payment under this provision is being assessed, the Contractor shall be exempt from reduced payment for that aircraft for the duration of the flight.</p> <p>Any discrepancy against any system on the MESM will be noted on the Aircraft Status Report (CDRL A003).</p>
Not Mission Capable Supply (NMCS)	The material condition of an aircraft when it is not available for a mission because parts or material are not available as required by the PWS.
Noted but not Corrected (NBNC)	Noted but not corrected (NBNC) discrepancies found during ACI which are not related to heavy-duty or depot maintenance and should normally be discovered and repaired at operating sites prior to ACI induction.
Partial Mission Capable (PMC)	<p>The condition status that indicates the aircraft is capable of safe flight and can perform at least one, but not all, of its missions prescribed because of an inoperable/missing item listed in the MESM (see applicable NATOPS), excluding discrepancies against any system in which aircraft is considered NMC.</p> <p>Recording of Partial mission Capable (PMC) time starts when it is first known that a discrepancy exists, except when caused by an in-flight malfunction, then the time starts at the termination of the flight. PMC time stops when corrective maintenance has been successfully completed.</p>